



Brussels, 13.12.2023  
C(2023) 8556 final

**COMMISSION DECISION**

**of 13.12.2023**

**on the financing of actions under the prerogatives of the Commission and its specific powers in the field of transport: Support activities to the European transport policy, transport security and passenger rights including communication activities and the adoption of the work programme for 2024**

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### **on the financing of actions under the prerogatives of the Commission and its specific powers in the field of transport: Support activities to the European transport policy, transport security and passenger rights including communication activities and the adoption of the work programme for 2024**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012<sup>1</sup>, and in particular Articles 58(2), point (d) and 110 thereof,

Whereas:

- (1) In accordance with Article 58(2), point (d) of Regulation (EU, Euratom) 2018/1046, to ensure the implementation of actions financed under the prerogatives of the Commission and its specific powers in the field of transport pursuant to the Treaty on the Functioning of the European Union, it is necessary to adopt an annual financing decision, which constitutes the annual work programme for 2024.
- (2) The envisaged assistance is to comply with the conditions and procedures set out by the restrictive measures<sup>2</sup> adopted pursuant to Article 215 TFEU.
- (3) The work programme should contribute to climate mainstreaming in line with Commission Communication ‘The European Green Deal’<sup>3</sup> and in the Interinstitutional Agreement of 16 December 2020 between the European Parliament, the Council of the European Union and the European Commission on budgetary discipline, on cooperation in budgetary matters and on sound financial management, as well as on new own resources, including a roadmap towards the introduction of new own resources<sup>4</sup>.
- (4) It is appropriate to authorise the award of grants without a call for proposals and to provide for the conditions for awarding those grants.
- (5) Pursuant to Article 62(1), first subparagraph point (c), of Regulation (EU, Euratom) 2018/1046 indirect management is to be used for the implementation of the programme.

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<sup>1</sup> OJ L 193, 30.7.2018, p. 1.

<sup>2</sup> See [www.sanctionsmap.eu](http://www.sanctionsmap.eu) – Note that the sanctions map is an IT tool for identifying the sanctions regimes. The source of the sanctions stems from legal acts published in the Official Journal (OJ). In case of discrepancy, the OJ prevails.

<sup>3</sup> COM (2019) 640 final of 11 December 2019.

<sup>4</sup> OJ L 433I, 22.12.2020, p. 28.

- (6) The Commission is to ensure a level of protection of the financial interests of the Union with regards to entities and persons entrusted with the implementation of Union funds by indirect management as provided for in Article 154(3) of Regulation (EU, Euratom) 2018/1046. To that end, such entities and persons are to be subject to an assessment of their systems and procedures in accordance with Article 154(4) of Regulation (EU, Euratom) 2018/1046<sup>5</sup> and, if necessary, to appropriate supervisory measures in accordance with Article 154(5) of Regulation (EU, Euratom) 2018/1046 before a contribution agreement can be signed.
- (7) It is necessary to allow for the payment of interest due for late payment on the basis of Article 116(5) of Regulation (EU, Euratom) 2018/1046.
- (8) In order to allow for flexibility in the implementation of the work programme, it is appropriate to determine the changes, which should not be considered substantial for the purposes of Article 110(5) of Regulation (EU, Euratom) 2018/1046.

HAS DECIDED AS FOLLOWS:

*Article 1*  
*The work programme*

The annual financing decision, constituting the annual work programme for the implementation of the *Support activities to the European transport policy, transport security and passenger rights including communication activities* for year 2024, as set out in the Annex, is hereby adopted.

*Article 2*  
**Union contribution**

The maximum Union contribution for the implementation of the programme for 2024 is set at EUR 14 721 660, and shall be financed from the appropriations entered in budget line 02 20 04 01 – *Support activities to the European transport policy, transport security and passenger rights including communication activities* of the general budget of the Union.

The appropriations provided for in the first paragraph may also cover interest due for late payment.

The implementation of this Decision is subject to the availability of the appropriations provided for in the draft general budget of the Union for 2024, following the adoption of that budget by the budget authority or as provided for in the system of provisional twelfths.

*Article 3*  
**Methods of implementation and entrusted entities or persons**

The implementation of the actions carried out by way of indirect management, as set out in the Annex, may be entrusted to the entities or persons referred to or selected in accordance with the criteria laid down in point 4 of the Annex.

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<sup>5</sup>Except for the cases of Article 154(6) of Regulation (EU, Euratom) 2018/1046, where the Commission may decide, not to require an ex-ante assessment.

*Article 4*  
**Flexibility clause**

Cumulated changes to the allocations to specific actions not exceeding 20% of the maximum Union contribution set in Article 2, first paragraph, of this Decision shall not be considered to be substantial for the purposes of Article 110(5) of Regulation (EU, Euratom) 2018/1046, where those changes do not significantly affect the nature of the actions and the objective of the work programme. The increase of the maximum Union contribution set in Article 2, first paragraph, of this Decision shall not exceed 20%.

The authorising officer responsible may apply the changes referred to in the first paragraph. Those changes shall be applied in accordance with the principles of sound financial management and proportionality.

*Article 5*  
**Grants**

Grants may be awarded without a call for proposals in accordance with the conditions set out in the Annex. Grants may be awarded to the bodies referred to in the Annex.

Done at Brussels, 13.12.2023

*For the Commission*  
*Adina-Ioana VĂLEAN*  
*Member of the Commission*

EN

ANNEX

*to the*

**COMMISSION DECISION**

**on the financing of actions under the prerogatives of the Commission and its specific powers in the field of transport: Support activities to the European transport policy, transport security and passenger rights including communication activities and the adoption of the work programme for 2024**

**1. Introduction**

On the basis of the objectives laid down in the budget remarks, this work programme contains the actions to be financed and the budget breakdown for year 2024 as follows:

- (a) for grants (implemented under direct management) (point 2);
- (c) for procurement (implemented under direct management) (point 3);
- (d) for actions implemented under indirect management (point 4);
- (e) for other actions or expenditure (point 5).

Legal basis

Article 58(2), point (d), of Regulation (EU, Euratom) 2018/1046

Budget line

02 20 04 01 – Support activities to the European transport policy, transport security and passenger rights including communication activities – EUR 14 721 660

Objectives pursued

This appropriation is intended to cover expenditure incurred by the Commission for collecting and processing information needed for the analysis, definition, promotion, monitoring, evaluation and implementation of the rules and measures required to align the European transport policy with the objectives of the European Green Deal as set out by the Commission in its Sustainable and Smart Mobility Strategy<sup>1</sup> and to improve the safety and security of inland, air and sea transport, including extension to third countries, technical assistance and specific training.

The main objectives pursued by this Work Programme are to develop and apply rules that will build a mobility system that is sustainable, smart, and resilient and, in particular, that will: - reduce 90% of greenhouse gas emissions in the transport sector by 2050, - build a framework that will enable the transition of the transport sector to a more efficient and smart sector, - ensure the highest standards for safety and security in European transport, - create a mobility system that is fair and just for all.

<sup>1</sup> COM (2020) 789 final, “Sustainable and Smart Mobility Strategy – Putting European transport on track for the future”

Support activities include studies, consultancy, evaluations and impact assessments, development and maintenance of IT tools and databases, meetings of experts, information and communication, including communication campaigns, conferences and events.

This appropriation also covers expenditure on the establishment and operation of a corps of inspectors to check compliance with the requirements of Union security legislation of airports, ports and port facilities in the Member States, including extension to third countries, and of ships flying the flag of a Member State.

#### Expected results

In the context of the prerogatives of the Commission and its specific powers in the field of transport pursuant to the Treaty on the Functioning of the European Union, this appropriation is intended to finance the activities necessary for the analysis, definition, promotion, monitoring, evaluation and implementation of the Union's transport policy, for all transport modes (road, air, sea, and inland waterways). The main actions are intended to support the Union's transport policy, including extension to third countries, and to align it with the European Green Deal objective to make the European Union carbon neutral by 2050. In particular, the actions financed under this appropriation are expected to support the following results: - make the European mobility sector more sustainable, - contribute to a seamless multimodal passenger transport and paperless freight transport, - reinforce investments in the transport sector to build a strong and resilient Single Market.

This appropriation covers all transport sectors such as transport safety, internal market of transport, optimisation of transport network, multimodality, logistics, passengers' rights and protection, the use of alternative fuels, clean vehicles procurement and urban mobility, social and gender aspects as well as safety and protection of transport users.

#### Climate and biodiversity mainstreaming contribution

The actions included in this work programme contribute to climate mainstreaming by working towards achieving the objective set out in the Commission's Sustainable and Smart Mobility Strategy of a 90% reduction of greenhouse gas emissions from the transport sector by 2050.

## 2. *Grants*

The global budgetary envelope reserved for grants under this work programme is EUR 975 000.

### 2.1 **Development of the second phase of the specifications of the Future Rail Mobile Communication System (FRMCS) by European Standardisation Organisations (ESO)**

#### Type of applicants targeted by the direct award

Grant awarded without a call for proposals to bodies on account of their technical competence and their high degree of specialisation, Article 195, first paragraph point (f), of Regulation (EU, Euratom) 2018/1046

The decision to award the grant directly to the European Standardisation Organisations (ESO) is based on Article 15(1) of Regulation (EU) No 1025/2012 which allows for the financing of ESO for the development and revision of European standardisation deliverables that is necessary and suitable for the support of Union legislation and policies. These organisations adopt European standards that are necessary for the internal market and for the effectiveness of standardisation within the Union.

Description of the activities to be funded by the grant awarded without a call for proposals on the basis of Article 195 of Regulation (EU, Euratom) 2018/1046, as well as of the objectives pursued and the expected results

Regulation (EU) No 1025/2012 sets the framework for European standardisation and allows the Commission to request the European Standardisation Organisations to develop a European standard or European standardisation deliverable for services.

This grant will support the development of the second phase of the Technical Specifications related to the Future Rail Mobile Communication System (FRMCS). The specifications will be referenced in the revision of Commission Regulation (EU) 2016/919 of 27 May 2016 on the Control, Command and Signalling Technical Specifications for Interoperability (CCS TSI)<sup>2</sup>. They will build on the first-phase specifications and the experience gathered during the industrial trial of the FRMCS.

The work will be coordinated with Union Internationale des Chemins de Fer (UIC) and 3rd Generation Partnership Project (3GPP).

This action will prevent the need for reinvesting at a later stage to upgrade or reengineer the FRMCS deployed solutions to meet the CCS TSI standards.

Implementation

Directorate-General for Mobility and Transport

Climate and biodiversity mainstreaming contribution

The action will contribute to maintain railway operations in the EU and to enable the increase of capacity of existing railway infrastructure leading to a potential modal shift from less to more sustainable transport mode.

## **2.2. Framework Partnership Agreement with the International Civil Aviation Organisation (ICAO) under the auspices of the EU-ICAO Memorandum of Cooperation**

Type of applicants targeted by the direct award

Grant awarded without a call for proposals to bodies with a de jure or de facto monopoly, Article 195, first paragraph point (c), of Regulation (EU, Euratom) 2018/1046.

The International Civil Aviation Organisation (ICAO) serves as a global forum for international civil aviation. The renewal of the framework partnership agreement (FPA) in the form of a grant is required to continue implementing the activities set out in the Memorandum of Cooperation between the EU and ICAO.

Description of the activities to be funded by the specific grant(s) directly awarded under a framework partnership, as well as of the objectives pursued and the expected results

Council Decision 2012/243/EU of 8 March 2012 on the conclusion of a Memorandum of Cooperation (MoC) between the European Union and the International Civil Aviation Organisation (ICAO) provides a framework for strengthened cooperation and lays down the related procedural arrangements. The MoC covers areas of aviation for which both the EU and

<sup>2</sup> OJ L 158, 15.6.2016, p.1

ICAO have responsibilities such as safety, environment, air traffic management, and aviation security. The strengthened cooperation with ICAO reflects the important role that Regional Aviation Systems, such as the EU, play in the development of international aviation, and helps the EU to drive the global agenda along its political priorities.

A three-year Framework Partnership Agreement (FPA) was signed in 2021 between the Commission and ICAO for the period 2021-2023 to cover the implementation of the activities set out in the EU-ICAO MoC, such as financing of ICAO experts and technical assistance projects under Regulation 2111/2005/EC. The FPA is to be renewed in 2024 for the period 2024-2028 in order to continue implementing the activities of the MoC.

#### Implementation

Directorate-General for Mobility and Transport

#### Climate and biodiversity mainstreaming contribution

Through its strengthened cooperation with ICAO, the Union can prioritise initiatives aiming at the decarbonisation of aviation in line with the objective of net zero emissions by 2050 and ensure that European climate priorities are taken into consideration at the global level. It also ensures that European climate priorities in other important areas are taken into consideration at the global level.

### **2.3 Grant to the International Civil Aviation Organisation (ICAO) in the context of the EU-ICAO Framework Partnership Agreement**

#### Type of applicants targeted by the direct award

Grant awarded without a call for proposals to bodies with a de jure or de facto monopoly, Article 195, first paragraph point (c), of Regulation (EU, Euratom) 2018/1046

The International Civil Aviation Organisation (ICAO) serves as a global forum for international civil aviation. The grant to ICAO will ensure that the EU contributes to aviation policy at the global level.

#### Description of the activities to be funded by the specific grants directly awarded under a framework partnership, as well as of the objectives pursued and the expected results

This grant takes the form of a Specific Grant Agreement (SGA) under the Framework Partnership Agreement to be signed between the Commission and ICAO for the period 2024-2028, in line with the objectives and procedures provided by the Memorandum of Cooperation between the EU and ICAO (Commission Decision 2012/243/EU of 8 March 2012).

The grant will finance a series of actions, including the funding of ICAO experts in areas of key interest to the EU, notably in the standard-setting (safety, ATM, security) and policy development (environmental protection) sections.

Collaborative activities may be undertaken in other areas covered by the Memorandum of Cooperation and its Annexes, following a process of due consideration and joint decision-making.

#### Implementation

Directorate-General for Mobility and Transport



## Climate and biodiversity mainstreaming contribution

Through the strengthened cooperation with ICAO, the Union will be able to prioritise initiatives to limit the environmental impact of aviation and ensure that European climate priorities are taken into consideration at the global level.

### **2.4 Grant to the International Civil Aviation Organisation (ICAO) for the employment of an European security expert in the context of the EU-ICAO Framework Partnership Agreement**

Type of applicants targeted by the direct award

Grant awarded without a call for proposals to bodies with a de jure or de facto monopoly, Article 195, first paragraph point (c), of Regulation (EU, Euratom) 2018/1046.

The International Civil Aviation Organisation (ICAO) serves as a global forum for international civil aviation. The grant to ICAO will ensure that the EU contributes to aviation policy at the global level.

Description of the activities to be funded by the specific grants directly awarded under a framework partnership, as well as of the objectives pursued and the expected results

This grant takes the form of a Specific Grant Agreement (SGA) under the Framework Partnership Agreement signed between the Commission and ICAO for the period 2024-2028, in line with the objectives and procedures provided by the Memorandum of Cooperation between the EU and ICAO (Commission Decision 2012/243/EU of 8 March 2012).

This SGA will finance the posting of an EU aviation security expert at ICAO who will support the ICAO Secretariat in the implementation of the Global Aviation Security Plan (GASeP), in accordance with the GASeP's principles and priorities:

- Enhance risk awareness and response;
- Develop security culture and human capability;
- Improve technological resources and foster innovation;
- Improve oversight and quality assurance;
- Increase cooperation and support.

Expertise will be necessary in particular in the areas of passenger and air cargo and mail security. Tasks will include developing:

- Appropriate preventive measures including enhanced screening for passengers, cargo and mail, appropriate regulatory controls for passenger, cargo, the supply chain and service providers, guidelines for the selection and training of people who implement security measures;
- Options for using advance cargo information to enhance aviation security processes within the context of a risk management framework;
- Common measures to be applied to freight carried on all cargo and passenger aircraft;
- Strategic relationships with other organisations and alignment of regulatory provisions;
- Ways and means to assist ICAO Member States in the implementation of GASeP;
- Dissemination of best practice information;
- Technical support to ICAO-led and ICAO-coordinated assistance activities.

Implementation

Directorate-General for Mobility and Transport

Climate and biodiversity mainstreaming contribution

Not applicable because the action focuses on aviation security.

## **2.5 Standardisation of jet fire, pool fire and clogging tests for dry chemical powder used in fixed fire-extinguishing systems by the European Committee for Standardisation (CEN)**

Type of applicants targeted by the direct award

Grant awarded without a call for proposals to bodies on account of their technical competence and their high degree of specialisation, Article 195, first paragraph point (f), of Regulation (EU, Euratom) 2018/1046.

As one of the European Standardisation Organisations (ESO), the decision to award the grant directly to the European Committee for Standardisation (CEN) is based on Article 15(1) of Regulation (EU) No 1025/2012, which allows for the financing of ESO for the development and revision of European standardisation deliverables which is necessary and suitable for the support of Union legislation and policies. These organisations adopt European standards that are necessary for the internal market and for the effectiveness of standardisation within the Union.

Description of the activities to be funded by the grant awarded without a call for proposals on the basis of Article 195 of Regulation (EU, Euratom) 2018/1046, as well as of the objectives pursued and the expected results

Regulation (EU) No 1025/2012 sets the framework for European standardisation and allows the Commission to request the European standardisation organisations to develop a European standard or European standardisation deliverable for services.

This grant will support the European Committee for Standardisation (CEN) in the development of standards of jet, pool fire, and clogging tests for fixed dry chemical powder used in fire-extinguishing systems. The development of these testing standards is necessary to prevent fires on board of ships carrying liquified gases in bulk, especially in view of the growing number of ships using gas as fuel.

Implementation

Directorate-General for Mobility and Transport

Climate and biodiversity mainstreaming contribution

Creating safety standards to prevent fires on board of ships fueled by gas will help decrease the impact of the transport sector on the marine ecosystem, which in turn contributes to the protection of marine biodiversity.

### **3. Procurement**

The global budgetary envelope reserved for procurement contracts in 2024 is EUR 12 326 660.

### **3.1 Support activities to the European transport policy, transport security and passenger rights including communication activities**

General description of the contracts envisaged, including the objectives pursued and expected results

The contracts envisaged will support the implementation of transport policy and contribute to achieving the objectives set out in the Sustainable and Smart Mobility Transport Strategy and the European Green Deal, by providing analysis on existing and future legislation, building and maintaining the necessary IT systems to gather data and report on implementation, and raise awareness on and promote safe, smart and sustainable transport in the context of the green and digital transitions. Contracts will include:

- Consultancy, surveys and studies, including evaluations and impact assessments
- Conferences and communication activities
- Translation of transport-related documents
- Development and maintenance of operational IT systems
- Publications
- Framework contract for legal, socio-economic and technical assistance in the field of transport

Implementation

Directorate-General for Mobility and Transport in agreement with other directorate-generals such as Translation, Joint Research Centre and Informatics, and the EU Rail Joint Undertaking where appropriate.

Climate and biodiversity mainstreaming contribution

These activities will contribute to climate mainstreaming by working towards achieving the objective set out in the Commission's Sustainable and Smart Mobility Strategy of a 90% reduction of greenhouse gas emissions from the transport sector by 2050.

## **4. *Actions implemented in indirect management***

The global budgetary envelope reserved for actions implemented in indirect management in 2024 is EUR 650 000.

### **4.1 Prevention and Technical Assistance projects in the framework of EU Regulation (EC) No 2111/2005**

Implementing entity

The European Union Aviation Safety Agency (EASA) is a decentralised agency, falling under Article 70 of Regulation (EU, Euratom) 2018/1046, and may thus be entrusted with budget implementation tasks pursuant to Article 62(1), first subparagraph point (c)(iv), of Regulation (EU, Euratom) 2018/1046.

Description, including the objectives pursued and expected results

Based on Articles 3 to 5 of Regulation (EC) No 2111/2005, the Commission may impose total bans or restrictions on air carriers from third countries coming to the EU. In this context, and in accordance with Article 3(4) of Commission Regulation (EC) No 473/2006, the Commission,

EASA and experts from the Member States may carry out assessment missions to verify on the spot that air carriers and/or national civil aviation authorities responsible for the oversight of the air carriers comply with the relevant international safety standards.

This action will cover the technical assistance needed to implement the corrective measures required to solve the most urgent safety deficiencies in an oversight authority that led to or could lead to an EU ban or restriction, and the development of preventive actions when there are several elements likely leading to an EU ban or restriction of one or more carriers under the responsibility of an authority. The action targets the most significant safety shortcomings of the civil aviation authorities concerned in particular areas, usually those already identified in safety audits of international organisations, such as ICAO.

The action will mainly consist of on-site training courses for oversight authorities and airlines personnel, and advice on: - the reorganisation of the Authority; - the improvement of the qualification of their civil aviation staff; - the review of methodology and practices used for the oversight function; and - the improvement of the safety standards used by the Authority. The Commission will select the target countries and the missions will be carried out by EASA's internal and external experts. The missions will consist of a combination of desktop analysis and on-the-spot visits to assess the safety surveillance capacity, provide technical assistance and formulate recommendations for improvement of the safety oversight.

Climate and biodiversity mainstreaming contribution

Not applicable because the action focuses on safety risks.

#### **4.2 Technical support on the Single European Sky ATM Research (SESAR) activities**

Implementing entity

The European Union Aviation Safety Agency (EASA) is a decentralised agency, falling under Article 70 of Regulation (EU, Euratom) 2018/1046, and may thus be entrusted with budget implementation tasks pursuant to Article 62(1), first subparagraph point (c)(iv), of Regulation (EU, Euratom) 2018/1046.

Description, including the objectives pursued and expected results

The Commission is required to ensure that the work of SESAR-related entities, such as SESAR 3 Joint Undertaking, SESAR Deployment Manager, Network Manager and other working groups, is aligned with the EU's strategic policy objectives. Due to the technical nature and high volume of documents submitted by the entities, the Commission requires complementary technical expertise for their assessment, especially in the field of safety and interoperability.

EASA will provide independent external support to review SESAR documents. As a regulatory agency of the Union, EASA has access to SESAR-related entities and to the concerned operational stakeholders, and its status guarantees the independence of its support and the absence of conflicts of interest. In addition, EASA has the necessary expertise to assess these documents because of its competences in the areas of Air Traffic Management (ATM), technological innovation, and ground equipment conformity.

Climate and biodiversity mainstreaming contribution

The thorough assessment of the work done by SESAR-related entities will ensure that the objectives set by the Union for a more sustainable aviation sector are being pursued.

#### **4.3 Studies supporting the digitalisation of the rail system**

## Implementing entity

The European Union Agency for Railways (ERA) is a decentralised agency, falling under Article 70 of Regulation (EU, Euratom) 2018/1046, and may thus be entrusted with budget implementation tasks pursuant to Article 62(1), first subparagraph point (c)(iv), of Regulation (EU, Euratom) 2018/1046.

## Description, including the objectives pursued and expected results

The studies commissioned to the EU Agency for Railways (ERA) will analyse the potential benefits of including digitalisation in the rail regulatory framework to support rail system operations carried out by ERA and EU-RAIL Joint Undertaking, covering urban rail and digital freight.

The outcome of the studies could lead to legislative proposals on aspects such as: - standards and technical specifications for synergies between heavy and urban rail; - harmonisation of operational and safety-related communications (structured dialogues, common glossary, ERA vocabulary, linked data) covered by telematic applications and developed under EU operating rules; - availability, opening, and use of data issued by railway stakeholders (e.g. real-time information on train and wagon movements, infrastructure information, and use of transport services).

## Climate and biodiversity mainstreaming contribution

This action will contribute to both the digitalisation of railway transport and to improve its efficiency and sustainability, in the context of the green and digital transitions.

## 5. *Other actions or expenditure*

### 5.1 **On-site assessment visits in States of the Safety List in the framework of EU Regulation (EC) No 2111/2005**

#### Amount

EUR 50 000

## Description, including the objectives pursued and expected results

Based on Regulation (EC) No 2111/2005, the Commission may impose or remove total bans or partial restrictions on air carriers from third countries coming to the EU. In this context, and in accordance with Commission Regulation (EC) No 473/2006 (article 3(4)) and Commission Implementing Regulations (EU) amending Regulation (EC) No 474/2006 establishing the EU Air Safety list, experts from the Commission, the European Aviation Safety Agency (EASA) and the Member States may carry out assessment missions to verify on the spot that air carriers and/or national civil aviation authorities responsible for the oversight of the air carriers comply with the relevant international safety standards.

The primary aim of EU on-site assessment visits is to verify whether air carriers and/or national civil aviation authorities responsible for the oversight of the air carriers meet relevant international safety standards (mainly found in the Chicago Convention and its Annexes as well as, where applicable, in relevant Union law) taking into account the ability and/or willingness of an air carrier and/or the relevant competent authorities responsible for the oversight of an air carrier to address safety deficiencies.

In particular, EU on-site assessment visits seek to: - verify that Civil Aviation Authorities (CAAs) are able to conduct effective oversight and to confirm compliance with safety regulations of air carriers certified in the State; - confirm that CAAs are able to detect any significant safety risks within an air carrier and act in an effective manner to contain the risk; - confirm that air carriers are able to ensure compliance with national civil aviation regulations and are able to identify and take effective action concerning any safety risks to their operations; - verify that the measures taken by CAAs to address the safety concerns which led to a ban are effective and sustainable.

In order to achieve the objectives of the EU on-site assessment visit, the following principle areas within the CAA and the air carriers can be reviewed (non-exhaustive):

- CAA: organisation and resources; rules and regulations pertaining to oversight activity; details of certified air carriers; training of inspecting staff; certification and continued oversight activity; system for the follow-up and closure of findings; system for taking enforcement action.
- Air carriers: Quality Management System; Safety Management System; Airworthiness Management System.

A visit generally lasts for one or two weeks and consist of four or five experts specialised in the different aspects of aviation safety (legislation/standards, organisation of the authorities, personnel licensing, operations, airworthiness and maintenance, accident and incident investigations).

The cost of the assessment visits to the affected countries is calculated on the basis of expenses of experts to be recruited for the specific visits. It does not consider the expenses of DG Mobility and Transport or EASA staff who could also participate in these actions. EASA experts are not reimbursed by the Commission.

The total budget for 2024 is EUR 50 000. This budget is calculated on the basis of two experts per assessment visit and the expected number of visits (4) for 2024.

Missions are planned to countries where the safety standards decline to a level where it could be necessary to put them on the EU Air Safety List. However, in case of unforeseen events requiring urgent safety interventions, other countries may be selected for an assessment visit.

## Implementation

Directorate-General for Mobility and Transport

## Climate and biodiversity mainstreaming contribution

Not applicable because the action focuses on safety standards.

## 5.2. Aviation security inspections: missions and meetings, equipment and services

### Amount

EUR 420 000

### Description, including the objectives pursued and expected results

The Directorate-General for Mobility and Transport carries out aviation security inspections in Member States and in third countries in accordance with Article 15(1) of Regulation (EC) No 300/2008 on common rules in the field of civil aviation security.

The amount of EUR 420 000 is required to:

- Carry out inspection and evaluation missions to airports and appropriate authorities of Member States, Switzerland and third countries (US, Canada, etc.).
- Carry out consultation missions to Member States, Switzerland and third countries (US, Canada, etc.).
- Organise meetings with policy advisers and national auditors who participate in inspections through a Commission mandate (peer-review system).

The above budget is divided into three parts:

1. Aviation security inspection **missions** of Commission and national inspectors, which includes: inspections of appropriate authorities, airport inspections, follow-up inspections at airports, airport visits 'Article 15' (i.e. immediate correction checks in case of serious deficiencies), missions in the framework of international cooperation (European Free Trade Association (EFTA), Surveillance Authority, International Civil Aviation Organization (ICAO), Transport Security Administration (TSA), Canada, etc.) and third country evaluations in the context of One Stop Security.

2. Aviation security inspection **meetings** with national inspectors to train and improve national quality control: annual information meeting with national auditors (currently 89), including a social event, training meeting for newly nominated national auditors by their Member State, meeting of an inspection working group to advance some legislative work or to clarify the interpretation of legislation.

3. Renewal of the inspectors' **equipment** (protective clothing, test objects, tablets, cameras, etc.) and **training**. Inspectors could follow aviation security training courses offered by outside organisations (e.g. the European Aviation Security Training Institute (EASTI)) that do not exist in the Commission's catalogue. Transport during training of national auditors may be required. As part of an annual training and networking event among all aviation security inspectors at European level, a catering service or restaurant may be required.

## Implementation

Directorate-General for Mobility and Transport

## Climate and biodiversity mainstreaming contribution

Not applicable because the action focuses on security inspections.

## 5.3. Maritime security inspections

### Amount

EUR 300 000

### Description, including the objectives pursued and expected results

Both Regulation 725/2004 and Directive 2005/65 charge the Commission with maritime security inspections in order to verify compliance of the implementation by the Member States.

The Commission shall implement the Memorandum of Understanding between DG Mobility and Transport and the US Coast Guard.

Commission maritime security inspections have taken place since 2005. Commission inspections are managed and carried out by a small team of 4 maritime security inspectors. Each mission comprises a series of inspections by teams of minimum two, joined by one European Maritime Safety Agency (EMSA) official per inspection, and in the context of mutual trust building by a national inspector.

Maritime security inspections cover: a) national administrations; b) ports; c) port facilities and ships; d) Recognised Security Organisations and companies; e) following national inspections and verifications on EU flagged ships outside the EU. Follow-up inspections are also scheduled on a sample basis in case of rectification of serious deficiencies.

In 2013, the Commission concluded a Memorandum of Understanding with the US Coast Guard on mutual recognition of maritime security inspections. One of the requirements is an annual visit in the respective premises (Commission / US Coast Guard) in order to perform a desktop analysis of the other party's inspection work. Reciprocal visits to ports are also carried out annually in the EU and in the US. As the team of the US Coast Guard comprises several participants, the Commission should send the equivalent number of participants, both from inspection and policy team to verify the US results, in order to guarantee full reciprocity. Representatives of Member States which host the US Coast Guard in their ports are invited to join the delegation of Commission officials.

The budget of EUR 300 000 covers the following costs:

1. Maritime security inspections: missions of Commission inspectors plus national inspectors.
2. Meetings with national inspectors in order to improve national quality control.
3. High level training of inspectors.
4. Equipment, in particular for safety and health at work when on inspection.
5. Missions to the US in the framework of the implementation of the MoU with the US Coast Guards.

#### Implementation

Directorate-General for Mobility and Transport

#### Climate and biodiversity mainstreaming contribution

Not applicable because the action focuses on security inspections.